

THE ILLUSTRATED LONDON NEWS

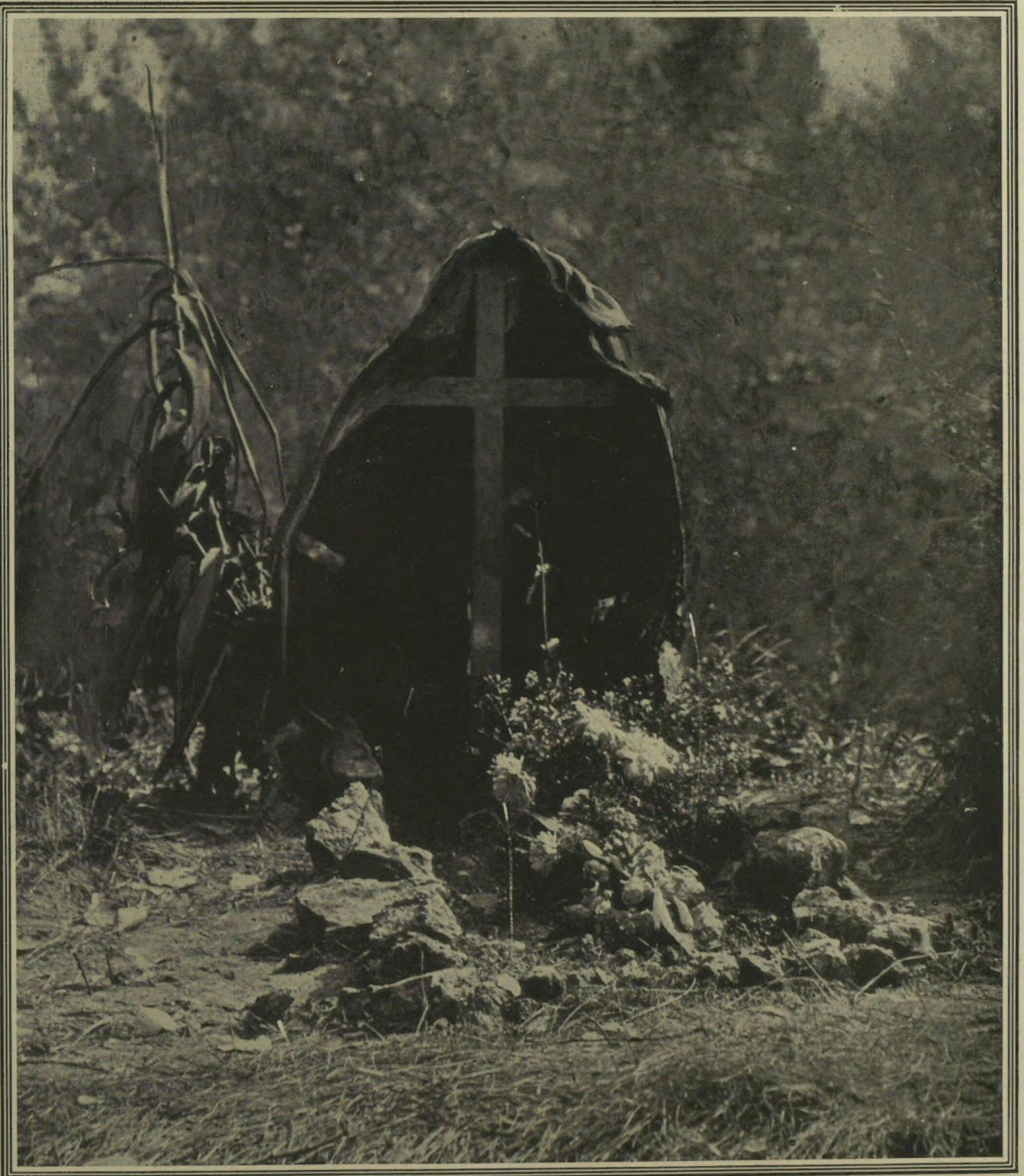
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 3935.—VOL. CXLV.

SATURDAY, SEPTEMBER 19, 1914.

With Presentation Photogravure Plate of
General Sir Horace Smith-Dorrien. } **SIXPENCE.**

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America



**"HE WAS A GOOD PAL": A HIGHLANDER'S GRAVE IN FRANCE, WITH THE DEAD MAN'S SHELL-TORN COAT
UPON THE CROSS OF WOODEN STRIPS WRENCHED FROM AN AMMUNITION-BOX**

Upon a hill outside La Ferté stands a grave with a profoundly touching epitaph, written in pencil. The comrades of the dead man have raised to his memory a rough cross made from an ammunition-box, with this inscription: "Here lies Private ———— No. ———, ——— Highlanders. Killed in action. He was a good pal."

Their kind hearts also prompted them to bring a tribute of flowers, and the soldiers' hands dropped the death-dealing rifles for the moment to be laden with blossoms, the tenderness of home-instincts not failing them even upon the field of battle. War has its redeeming humanities as well as its repulsive horrors.

PHOTOGRAPH BY C.N.

PARLIAMENT.

THE harmony of the closing period of the Session was broken for a day or two by contention on the Parliament Act Bills. Unionists desired that the proceedings on these measures should be suspended during the continuance of the war, but the Government, although providing for the postponement of their operation, insisted on their being placed on the Statute Book, and this was bitterly resented by the Opposition. Fortunately, however, Unionists put the State before party, and made no change in their action with regard to the war. "When our country is saved," said Sir Edward Carson, on behalf of Ulster, at a party conference on Monday, "we will then save ourselves." Agreeing that in a crisis of a nation's fate, as Mr. Balfour remarked, all lesser difficulties should be forgotten, the Opposition accepted Mr. Bonar Law's advice to continue to support the Government in everything connected with the war. On this subject all parties have acted as one. The vote for another 500,000 men for the Army, proposed by Mr. Asquith, was passed without any objection, the whole House expressing delight at the success of recruiting. Intense gratification was also derived from the announcement of the magnificent offers by the Princes of India. They showed, as the Marquess of Lansdowne remarked in the House of Lords, what "princely generosity" means. The mere record of the long series of gifts sounded like a glittering passage from Macaulay. Along with its zeal in the support of measures for the carrying on of the war and its welcome of aid from the Oversea Dominions, Parliament has displayed earnestness in its care for the comfort of soldiers and sailors, and for the relief of their dependents.

OUR SUPPLEMENT.

WITH this week's issue of *The Illustrated London News* we present to our readers a reproduction in photogravure of Mr. John St. Helier Lander's fine portrait of Sir Horace Smith-Dorrien, the very distinguished British General whose name has been made a household word throughout the Empire through Sir John French's splendid eulogy in the memorable despatch of Sept. 7. After drawing special attention in his summary of the operations to the part taken by Sir H. Smith-Dorrien and his command, the Second Division, on which the brunt of the fiercest fighting fell, during the phases of the retirement, Sir John French adds the passage of magnificent commendation that we have italicised beneath the portrait, designating the General as "a commander of rare and unusual coolness, intrepidity, and determination."

THE PLAYHOUSES.

"THE IMPOSSIBLE WOMAN." AT THE HAYMARKET. ITS heroine, the victim of a vanity which is not even self-deceiving, and inflicts at once tedium, and in some cases distress, on the circle of intimates from whom she extorts homage, constitutes for all practical purposes the comedy Mr. Haddon Chambers has based on a novel of Miss Anna Sedgwick's known as "Tante," and offers us at the Haymarket under the title of "The Impossible Woman." It is amusing enough to watch this Mercedes, a pianist who absolutely lives on flattery, making everyone else seem selfish who does not submit to her whims, trying to spoil the happiness of a young ward whose marriage removes too far away a devoted admirer, and bringing theatrical tricks to bear on every episode of her experience. Miss Lillah McCarthy revels in her scenes of force, and since we obtain very earnest emotion from Mr. Godfrey Tearle as the distracted husband of Miss Hilda Bayley, who is sweetness itself as the too-confiding Karen, there is contrast enough to make good entertainment.

ENGLAND'S SUNNY SOUTH

BRIGHTON IN 60 MINUTES EVERY SUNDAY THE "SOUTHERN BELLE," Pullman Express leaves Victoria at 11.0 a.m., returning from Brighton 9.30 p.m. Single Ticket 7s. 6d., Day Return Ticket 12s. EASTBOURNE IN 20 MINUTES. Express leaves Victoria at 12.40 a.m., returning from Eastbourne 5.15 p.m. Day Return Pullman 12s. 6d., 3rd Class 9s. 6d. FREQUENT FAST TRAINS. (1st & 3rd Class) and Week-End Tickets from Victoria, London Bridge and Kensington (Addition Road).

WEEK-DAY TRAINS	TO BRIGHTON	TO EASTBOURNE
ROYAL HORSE	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
LEWES	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
EASTBOURNE	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
BEXHILL	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
ST. LEONARDS	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
HASTINGS	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
NOT TO LEWES		
LITTLEHAMPTON	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
BOGNOR	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
PORTSMOUTH	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
SOUTHSEA	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.
ISLE OF WIGHT	11.0 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.	12.40 a.m., 1.15 p.m., 3.45 p.m., 5.15 p.m., 7.15 p.m., 9.15 p.m., 11.0 p.m.

Details of Supt. of Line, L.B. & S.C.R., London Bridge.

WAR, POLICE, & SPECIAL CONSTABLES' DOGS

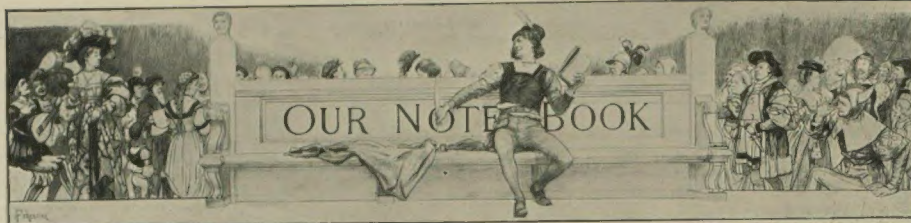
MAJOR RICHARDSON'S WAR DOGS (Alfreds) as supplied Army, for night sentries, preventing alarms, guarding camps, railways, bridges, etc. POLICE AND SPECIAL CONSTABLES' DOGS (Alfreds) as supplied Metropolitan and County Police; best protection against thieves, burglars, for yard or house, town or country, 5 gns.; Pups, 2 gns. SCOTCH BORDER DOGS (Fox) (rough and smooth) IRISH TERRIERS, 5 gns.; Pups, 2 gns. BLOODHOUNDS, 20 gns.; Pups, 7 gns. GROVE-END, HARROW. Tel. 423.

GARRICK. BLUFF HAL.

EVERY EVENING AT 8. MATS, WEBS, & SATS., at 2.30. A Comedy in Four Acts by Louis N. Parker. ARTHUR BOURCHIER as HENRY VIII. VIOLET VANBRUGH as KATHARINE PARR. Box Office (Mr. Stubbs) 5253 Gerrard.

TERMS OF SUBSCRIPTION

TO "THE ILLUSTRATED LONDON NEWS." PAID IN ADVANCE. INLAND. (Twelve Months including Christmas Number), £1 9s. 3d. (Six Months, 7s. 6d.; or including Christmas Number, 15s. 3d.) (Three Months, 4s. 6d.; or including Christmas Number, 8s. 6d.) CANADA. (Twelve Months including Christmas Number), £1 15s. 6d. (Six Months, 7s. 6d.; or including Christmas Number, 15s. 6d.) (Three Months, 4s. 6d.; or including Christmas Number, 8s. 6d.) ELSEWHERE. (Twelve Months including Christmas Number), £2 1s. (Six Months, 10s. 6d.; or including Christmas Number, 21s. 6d.) (Three Months, 5s. 6d.; or including Christmas Number, 11s. 3d.) Subscriptions must be paid in advance direct to the Publishing Office, 172, Strand, in English money; by cheques, crossed "The Union of London and Smiths Bank, Limited," or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.



BY G. K. CHESTERTON.

THERE is one certain mark of the opening of a new era: the renewal of very ancient things. Every reform is a resurrection of the dead. It is one of the thousand points in which a thoughtful person sees the pointlessness of Prussia that she has no memory of any lost or remote civilisation, such as Wales had of Arthur or Wessex of Alfred. But the curious thing is that all the contemporary European world is one vast vitalisation of things incredibly remote. It has gone so far that one would hardly wonder if Cheops walked out of his Pyramid, or Moses broke the ceremonies of that more than mortal tomb.

Ever since the beginning of the Balkan War there has lain over us this presence, I might say this horror, of historical reality and remembrance. When Athens sent help to Macedonia the mere names were enough to move the blood. It was as if Demosthenes strode out of the throngs and thunders of the agora to help Philip, stricken upon his throne. The very words involved were older even than Greek history; such as Crete, where there may have been a Minotaur, since there was certainly a Maze. But even of things much nearer the present there was the same perpetual reminder, the same perpetual revival. Even the followers of Mahomet were fighting for things that were named before he was born. They were laying their stubborn guns, they were shedding their gallant blood, for the city of Hadrian, for the city of Constantine. There is a light as of antiquity over everything. The Parisii bring boards to barricade the Venus of Milo against iconoclasts: and the King of the Belgians speaks in the words of Cæsar.

In half a hundred other ways all the historic things, even all the historic names, have taken on a new life. Belgium is again the battlefield of Europe. Moscow is again the capital of Russia. The Rhine is again a true frontier. England is again a nautical power, and (in the innocent schoolboy sense) a rather picturesque and piratical power, snatching advantages by adventure, "singing the Spanish King's beard." The Gauls are fighting the barbarian under the shadow of the tall camp at Chalons where rested the greatest of the barbarians, he who turned back from the gates of Rome, as his followers to-day have turned back from the gates of Paris.

It is needless to insist that the very names of the fields of engagement are often at once famous and forgotten. Many of our own friends or relations may lately have been stricken on scenes so celebrated that the mere mention of them a little while ago would have seemed to be a sort of antiquarian joke. To elderly people a few months back it would have sounded like saying "My father was killed at Cannae," or "My poor uncle, who carried despatches for Alfred the Great," or "I have lost both my brothers, one at the Battle of Bannockburn and the other at the Battle of the Boynne." The mere roll of the geographical names in the newspaper makes the brain reel with this glorified giddiness. Fighting at Crecy; fighting at Waterloo; fighting at Chalons; fighting about Maubeuge, where the French Revolution made its first fine success; about Charleroi, where the greatest of its soldiers made his last and finest failure; about Tours, where the mediæval chivalry defied the Moslem onset; about Courtrai, where the mediæval democracy defied the mediæval chivalry—all these seem to present a canvas painted too thick and deep with glories to be re-gilded or re-coloured to-day. And yet that is exactly the thing which, by the unbreakable and almost unthinkable life that is in Christendom, we shall proceed to do. But it is in this, as we have said, that we see the human and historic character of the alliance, and what must be called the inhuman and unhistoric character of its chief opponent, whatever pedantries Prussia may occasionally talk about the Mark of Brandenburg or the antiquated claim on Silesia. Yet in reality Prussia is not only a *parvenu*, but fundamentally proud of being a *parvenu*. It is the romance of the rapid yet skilful rise of the young Power from the first defeats of Frederick to the last victories of Moltke; and certainly as a story it is very stirring. But nothing comes out of nothing. It is an amusing coincidence that at this same time, or not long before, a German professor should have been assuring us that

life can be generated without parentage after all. Whether it be so in physical science matters nothing to any philosopher. But the German eagerness to show that it is so is something of a symbol of their whole philosophy of the upstart. Not for them will Arthur come again, or Barbarossa uproot his beard out of the stone. They have built a palace of marble, and are waiting for the Superman from the Other End of Nowhere: but nowhere has no end, and to-morrow never comes, and the Superman will never be born. Nothing comes out of nothing: but there is more promise in our ancestors than in their posterity, and because we are so old we can be young.

Another evil spirit which some of these events may kill is the pseudo-scientific habit of snubbing the heroic in historical narrative. None of us believe all the stories we see in the newspapers, but there is abundant evidence that at practical crises things do happen having that picturesque and pointed character which belongs to the anecdotes of history. We all remember, for instance, the poem of Mrs. Browning's called, I think, "A Forced Recruit at Solferino," beginning—

In the ranks of the Austrian you found him,
He died with his face to you all—

which represents the young conscript as asking his countryman on the other side to spare him a bullet "and tear me this badge of the Austrian away." It will be remembered that the poem further says—

His musket, see, never was loaded;
He fronted your guns with a smile,

As far as I can make out, this incident, which would seem so romantic to the realistic historians, really happened more than once in the last few weeks, when Prussian Poles, taken prisoners, showed with pride their undischarged rifles, which they would not fire against those whom they regarded as the Slavonic deliverers. Or, to take a point more purely picturesque, there is nothing in the wildest poetry or fiction that affects us as so weird and monstrous as that walking forest among the omens that closed around Macbeth. Yet something exactly like that seems to have been effected the other day by people so eminently practical as the French soldiers.

Lastly, in all this resurgence of old realities there is one thing which has not, I think, received sufficient notice. The name of Italy naturally suggests the name of Austria: and we cannot but remember the rather curious historical parallel. Italy is the Power which, a little while ago, started with great courage the settlement of the Eastern Question. Austria is the Power which, for a very much longer time, conspicuously refused to settle the Eastern Question. It was, historically and humanly, the business of Austria more than of any other Power. Within comparatively recent times, when people in Vienna were already using telescopes and had probably tasted tea, there swept all around their city the ancient fury of the desert, the sweep of the Koran and the sword. If we picture the affair properly, the fact that the Moslem advance surrounded Vienna is very much as if the Indian Mutiny had succeeded in surrounding Manchester. When at last that splendid scimitar was broken, it would really seem that Austria, and Austria especially, should have used her greatness to pursue the Turkish tyrant and deliver his Christian captives. Some of the finest fighting against the Turks was waged by Austrians on the Danube. The most glorious victory over the Turks was gained by one who confers glory as well as gaining it by being called Don John of Austria.

Now it seems to me that among these living nations, with these long memories, the recent position of Austria has long been insupportable. Nation after nation of the Servian sort has at last cut the Turkish chains; and all this time Austria has sat not only indifferent, but sneering—and with the blow of Mahomet still upon her cheek. Is it very surprising that nations which remember should have answered, "If you will not revenge the wrong of Christendom, we will"; or that they should also add, "And you shall not destroy us for having done it"?

[Copyrighted in the U.S.A. by the "New York American."]

FIRST NAVAL BATTLE PHOTOGRAPHS OF THE WAR: THE SINKING "MAINZ."

FROM A PHOTOGRAPH BY A BRITISH NAVAL OFFICER PRESENT AT THE ACTION. COPYRIGHT OF "THE ILLUSTRATED LONDON NEWS."



"HER WHOLE MIDSHIPS A FUMING INFERNO": BRITISH BOATS TAKING OFF THE SURVIVORS OF THE GERMAN CRUISER "MAINZ" ("LIKE A WILD CAT MAD WITH WOUNDS"), AFTER THE "CEASE FIRE!"

Here and on a Double-page elsewhere in this number we give some remarkably interesting photographs, taken by an officer on board H.M.S. "Liverpool," of the actual sinking of the German cruiser "Mainz" in the sea-fight off Heligoland. The above photograph shows the "Liverpool's" boats taking off the survivors immediately after the "Cease fire!" had been given by the British commander. The "Liverpool" is one of the Town class of British cruisers forming the First Cruiser Squadron, whose timely arrival

on the scene is mentioned in the letter of a destroyer's officer quoted on the double-page. Of the fate of the German cruiser, he writes: "The 'Mainz' was immensely gallant. The last I saw of her, absolutely wrecked alow and aloft, her whole midships a fuming inferno, she had one gun forward and one aft still spitting forth fury and defiance, 'like a wild cat mad with wounds.'" We are always pleased to receive from officers photographs or sketches of naval actions and to pay liberally for those we publish.

THE FIRST NAVAL BATTLE PHOTOGRAPHS OF THE WAR: THE LAST OF THE "MAINZ"—DURING THE SEA-FIGHT OFF HELIGOLAND.

FROM A PHOTOGRAPH BY A BRITISH NAVAL OFFICER PRESENT AT THE ACTION. COPYRIGHT OF "THE ILLUSTRATED LONDON NEWS."



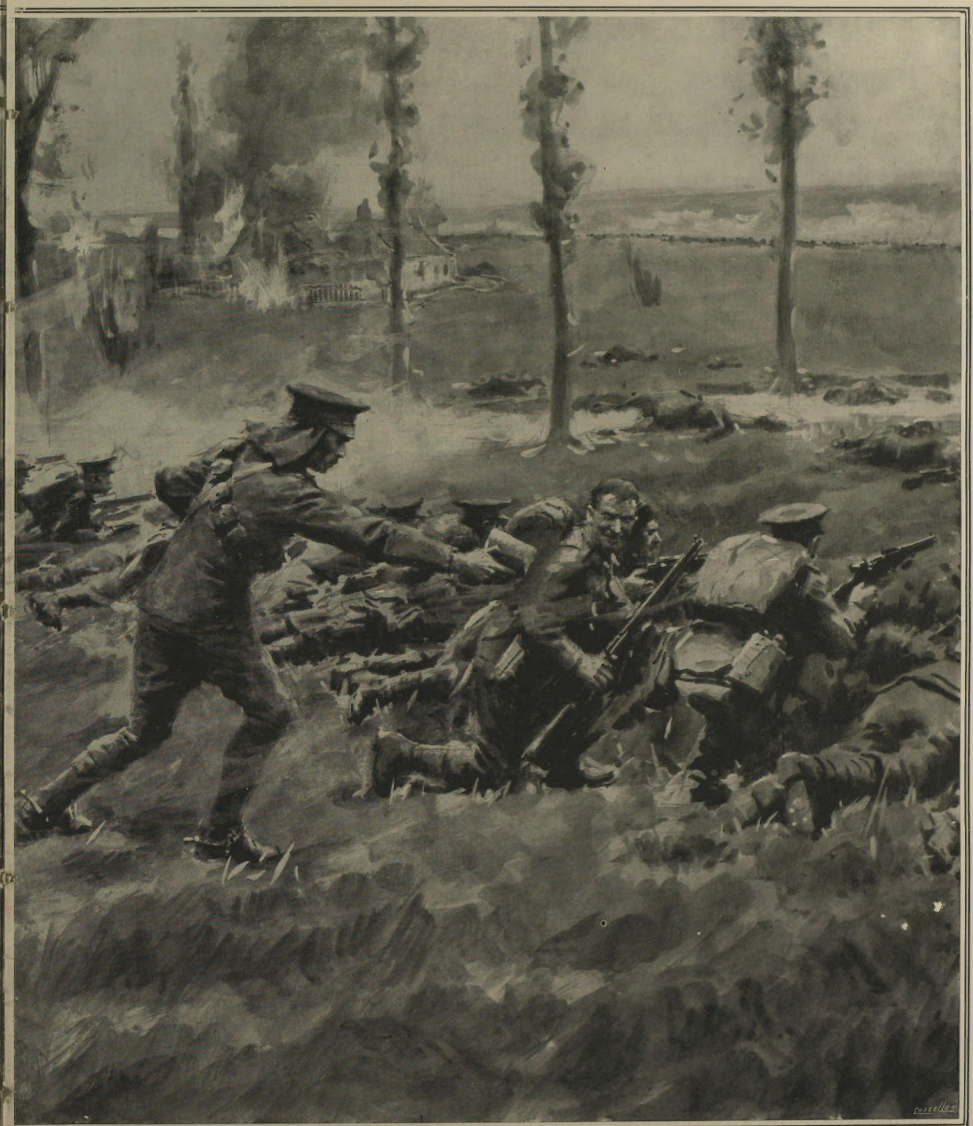
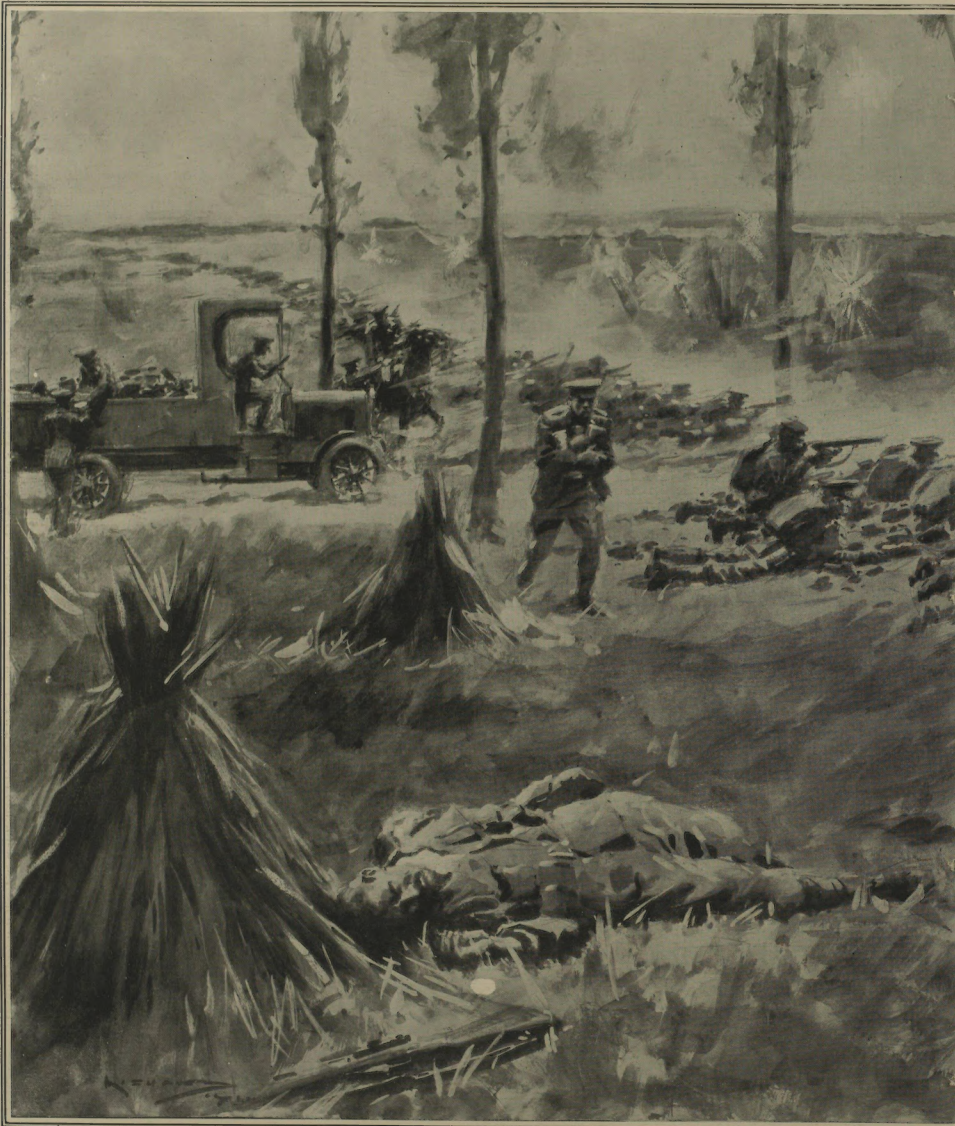
"REDUCED TO A PITEOUS MASS OF UNRECOGNISABILITY": THE GERMAN LIGHT-CRUISER "MAINZ" GOING DOWN AFTER SPITTING FORTH FURY AND DEFIANCE, WHILE A BRITISH DESTROYER AND HER BOATS RESCUE GERMAN SURVIVORS.

We have already published in facsimile a naval officer's sketches of the sea-fight in the Heligoland Bight, as well as drawings from sketches supplied. We are now able to reproduce (here and on another page) photographs of incidents in the same action, taken, by another officer, from the deck of H.M.S. "Liverpool." It will be recalled that in the official report of the battle it was stated, under the date of August 28: "Early this morning a concerted operation of some consequence was attempted against the Germans in the Heligoland Bight. A strong force . . . intercepted and attacked the German destroyers and cruisers guarding the approaches to the German coast. . . . The British destroyers have been heavily engaged with the enemy's destroyers. . . . Two German destroyers were sunk and many damaged. . . . The First Light-Cruiser Squadron sank the 'Mainz,' receiving only slight damage. The First Battle-Cruiser Squadron sank one cruiser, 'Köln' class, and another cruiser disappeared in the mist heavily on fire and in a sinking condition." A very vivid description of the action from a British destroyer's point of view was given in the letter of a naval Lieutenant published in the "Morning Post." "After the destroyers," he writes, "came the 'Fearless,'

and she stayed on the scene, and soon we found she was engaging a three-funneler, the 'Mainz.' So off we started again to go for the 'Mainz.' . . . Scarcely, however, had we started when from out of the mist and across our front in furious pursuit came the First Cruiser Squadron, the Town class, 'Birmingham,' etc., each unit a match for three 'Mainz,' and as we looked and reduced speed, they opened fire. . . . Once we were in safety I hated it; we had just been having our own imaginations stimulated on the subject of shells striking us, and now a few minutes later to see another ship not three miles away reduced to a piteous mass of unrecognisability, wreathed in black fumes from which flared out angry gouts of fire, like Vesuvius in eruption, as an unending stream of hundred-pound shells burst on board; it just pointed the moral and showed us what might have been!" The British destroyer seen in the photograph is backing away from the sinking "Mainz" after taking off a number of her crew. We would remind officers of the Navy that we are always most pleased to receive photographs (or sketches, even of the roughest kind) of naval actions, and that we pay liberally for those we publish.

FEEDING THE FIRING LINE: RATIONS FOR BRITISH INFANTRY FIGHTING THE ADVANCING GERMANS.

DRAWN BY A. C. MICHAEL FROM A SKETCH BY FREDERIC VILLIERS.



BULLY BEEF DISTRIBUTED FROM MOTOR-LORRIES DURING A HOT ACTION: THE ARMY SERVICE

As they fell back before the German advance, our soldiers, "hungry, but never tired," were well cared for by the Army Service Corps, whose motor-lorry drivers with the daily rations had a herculean task in reaching the constantly shifting lines at the front. And the calm pluck of the A.S.C. men running to and fro along the trenches amid the German shrapnel-bullets with armfuls of bully-beef tins and bread, to fling these as they passed along to the lying-down infantry—as our illustration vividly shows—is above all praise. The soldier's daily food reaches him through the Army Service Corps, which is responsible for its distribution. Stores and provisions (except fresh meat and vegetables) are sent from England to the port selected as the army's "Base." Thence the supplies are forwarded by rail to the "Advanced-Depot," to be stacked there in huge mounds of packing-cases, bags, and barrels. Between the

CORPS ATTENDING TO THE CREATURE COMFORTS OF "HUNGRY, BUT NEVER TIRED" INFANTRY.

Advanced-Depot and where the army is fighting is the "Supply-Park," within easy reach of the front. From the Supply-Park the Army Service companies attached to the brigades at the front daily draw their supplies by means of convoys of motor-lorries. Every brigade is served by one Army Service company. Each morning the A.S.C. lorries from the Supply-Park reach the immediate rear of the fighting troops, and distribution begins at once. Ordinarily, the regimental and battery wagons draw from the lorries the daily rations, for distribution among officers and men by the Quartermaster's department of each unit. In battle the lorries may be rushed right up to the fighting-lines, as shown in our illustration.—(Drawing Copyrighted in the United States and Canada.)



THE GREAT WAR.

By CHARLES LOWE.



WRITING last week, before the object of General von Kluck's new movement to the Marne and the south-east of Paris had become clear, I ventured to suggest, as an explanation thereof, that "the Germans were now seeking to imitate the strategy and tactics of the Zulus, whose aim it always was to advance on their enemies (ourselves included) in a wide crescent, ever narrowing into a circle, so as to 'Sedan' them," and this surmise has now been borne out to the letter by the latest War Office report based on communications from the headquarters of Sir John French.

This report told us much that was new, thus throwing welcome light on some obscure points; but perhaps its most interesting feature was the astonishing revelation that, for the purpose of his vast enveloping movement, General von Kluck, commanding the army on the right of the long German line, had determined to treat the British Army as non-existent, or out of action from its losses in all its rearguard, or Corunna, sort of fighting since Mons. In fact, we were regarded as a "negligible quantity," which was the highest form of studied insult he could possibly have offered us. But now this contemptuous Kluck must be a sadder and a wiser man. Still, one mustn't be too hard on him, since he was only putting into practice the contempt for our Army which had been inculcated by German critics from the Kaiser downward.

The Zulu, or Sedan, strategy of Von Kluck was initiated on Sept. 4 (which happened to be the anniversary of the birth of the Third French Republic), when it became apparent that the Germans had changed their line of advance and were no longer heading for Paris, but to the south-east of it. Since the battle near Mons on Aug. 23, their army, according to Sir John French, "had been playing its part in the colossal strategic endeavour to create a Sedan for the Allies by outflanking and enveloping the left of their whole line, so as to encircle and drive both British and French to the south."

In fact, the contemptuous Teutons were executing "what amounted to a flank march diagonally across our front," something similar to our flank march past Sebastopol after the Alma, though inspired by far more disdain of our power to do harm. But pride, as usual, came before a fall; and presently the overweening Germans had bitter cause to regret their error of judgment. The deflection of their line of march to the south-east had caused them all the more disappointment, since, from letters found on the dead—and how valuable are such documents for an opposing General!—it appeared that there was a general impression among the enemy's troops that they were about to enter Paris.

The British Army, which had been left out of account by Kluck as a negligible quantity, was quick to obtrude itself once more upon his notice, and to upset all his calculations in the most heartbreaking way—proving once more the truth of the maxim that "the best laid schemes of mice and men gang aft agley." Linking up with two French armies, one on either side, the British hastened to fall on the German flank and threaten to roll it up—the most dangerous and fatal of all movements in war—so that the Germans had no choice but to refuse or throw back their right flank and convert their sweeping-forward movement into a retrograde one, muttering fiercely the words of Schiller in "Don Carlos"—"Rückwärts, rückwärts, Don Rod'rigo!"

As if in the twinkling of an eye, the whole theatre of war had presented a transformation-scene of the most wonderful kind, the German armies all along their far-flung line, from Meaux to Metz, being steadily

pressed back before the irresistible advance of the Allies, as these self-same Allies had once together breasted the heights of the Alma. As Lady Tennyson wrote—

Frenchman, a hand in thine!
Our flags have waved together;
Let us drink to glory of thine and mine
At the Battle of Alma River.

The rhyming is not perfect, especially for a Poet Laureate's wife, but the sentiment is sound, and is now echoed throughout the armies and the countries of the two Western Allies, who are exchanging compliments on each other's bravery and devotion



WHERE GERMAN SOUTH-WEST AFRICAN FORCES INVADED SOUTH AFRICA: STOLZENFELS—A TYPICAL GERMAN WATCH-TOWER ON THE FRONTIER.

General Botha stated, on the 9th, that a force from German South-West Africa had invaded Union territory. On the 15th came news that the 4th South African Mounted Rifles had advanced against the enemy and captured a blockhouse. Stolzenfels is a village on the Orange River.

such as never passed between them before, as witness this eulogy from M. Hanotaux, ex-Minister of Foreign Affairs: "It seems to me that the honours of the day should rest with our British Allies, who behaved so admirably on the battlefield, and whose Commander-in-Chief, Sir John French, displays in his finely written reports a clear and firm psychology, with

and war material; while one French army was stated to have taken all the artillery of one German Corps, amounting to 120 guns. Evidence of haste, disorganisation, and even headlong flight was everywhere met with, and in the region north of the Marne the Germans "seemed to be demoralised and inclined to surrender in small parties," many of them not having tasted food of any kind for two days. In fact, it was everywhere a case of "order, counter-order, and disorder."

The Germans themselves, of course, deny the charges of vandalism and brutality brought against them, but on this head the evidence of our Headquarters Staff is direct and damning. "Much brutal and senseless damage has been done in the villages occupied by the enemy. Property has been wantonly destroyed, pictures in the châteaux have been ripped up, and the houses generally pillaged. It is stated on unimpeachable authority, also, that the inhabitants have been much ill-treated."

Perhaps the most gratifying feature of the official report is the praise that is bestowed on the work of our Royal Flying Corps, both by Sir John French and General Joffre—not only for the "precision, exactitude, and regularity" of its reconnoitring work, but also for its combatant merits in attacking air-craft, and bringing them to the ground. Our airmen do not bother much about dropping bombs—leaving that for the most part to the Germans, at Antwerp and elsewhere. On the other hand, "the constant object of our aviators has been to effect the accurate location of the enemy's forces, and incidentally—since the operations cover so large an area—of our own units." All this has been done only by great daring and endurance, and "to give a rough idea of the amount of work carried out it is sufficient to mention that during a period of twenty days a daily average of more than nine reconnaissance flights of over a hundred miles each has been maintained."

These fine results entitle Sir John French to say that "something in the direction of the mastery of the air has already been gained," and also that "the British Flying Corps has succeeded in establishing an individual ascendancy which is as serviceable to us as it is damaging to the enemy"—the same sort of personal ascendancy as that to which Sir John, in a previous report, referred as having been gained by the men of all our arms, especially infantry and cavalry, over the corresponding forces of the enemy. If only we had more men and, above all, more guns, such as those which work such havoc among our devoted soldiers with their diabolic shrapnel, we should be all right.

But the time seems to be at hand when the Germans must divert more of their army corps to the assistance of Austria, who has already lost several Sadowas and seems to be on the brink of positive disruption altogether. Even the Servians have seized Semlin, which most of our dailies—uninstructed by a war which is said to be the best teacher of geography—as well as the *Times* Gazetteer of the World, continue to locate on the left bank of the Danube instead of the right. Another curious freak of the journalistic imagination, which spread to the general public and possessed it with the force of one of our Thirty-Nine Articles, was that an army of Russians—variously estimated at 40,000 to 250,000 men, had been brought

round from Archangel (where there is only twenty feet of water!), rushed through the Kingdom by rail, and re-embarked for Belgium, where it was to spring upon the Germans the surprise of their lives. But those honest Russians—Cossacks, for the most part, and where were their horses?—will presently find equally congenial and useful work to do on the line between Königsberg, Dantzig, Frankfurt-on-the-Oder, and Berlin.

LONDON, SEPTEMBER 16.



SAID TO HAVE BEEN DESTROYED BY THE GERMANS TO PREVENT CAPTURE BY THE BRITISH: SWAKOPMUND, A PORT OF GERMAN SOUTH-WEST AFRICA.

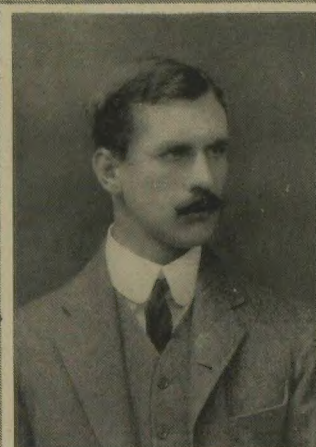
Swakopmund is at the mouth of the river Swakop, just north of Walvis Bay, the small British possession in the centre of the coast-line of German South-West Africa.

something in it of proud disdain and cheerful good-humour."

The battlefield in question was that on which the Allies for a whole week—from Sept. 4 to 10—had steadily pressed back the overweening invaders, in some cases converted their enforced retirement into something very like a rout, to judge by the fact that the British made large captures of men, guns,

DEAD ON THE FIELD OF HONOUR: BRITONS KILLED IN ACTION.

PHOTOGRAPHS BY LAMBERT WESTON, STEER, RUSSELL AND SON, BASSANO, DEBENHAM, LAFAYETTE, SWAINE, G. E. CLARKE, H. WALTER BARNETT, DEALE, CHEW, AND ELLIOTT AND FRY.

LIEUT. C. N. CHAMPION DE
CRESPIGNY (QUEEN'S BAYS).CAPTAIN W. M. C. VANDELEUR
(ESSEX REGIMENT).CAPTAIN A. DUNCOMBE-SHAFTO,
D.S.O. (ROYAL SCOTS).2ND LIEUT. C. B. GIBBONS
(ROYAL IRISH REGIMENT).CAPTAIN E. K. BRADBURY
(R.H.A.)CAPTAIN C. H. RAWDON
(K.O.Y.L.I.)MAJOR J. S. CAWLEY
(20TH HUSSARS).LIEUT.-COLONEL A. M. DYKES
(ROYAL LANCASTER REGT.)MAJOR G. J. C. STAPYLTON
(ROYAL FIELD ARTILLERY).LIEUT. E. M. S. KENT (HAMPSHIRE
REGIMENT).LIEUT. G. C. JULER (5TH, ROYAL
IRISH, LANCERS).MAJOR W. H. C. DAVY
(MIDDLESEX REGIMENT).LIEUT. J. M. TYLEE
(15TH HUSSARS).LIEUT.-COMMANDER ERNEST T.
FAVELL (H.M.S. "PATHFINDER").LIEUT. A. F. H. ROUND
(2ND ESSEX REGIMENT).LIEUT. J. D. CAMPBELL (ROYAL
HORSE ARTILLERY).2ND LIEUT. H. M. HILL
(15TH DRAGOON GUARDS).MR. GORDON MERRIMAN
(A NYASALAND PLANTER).

The great war continues to exact heavy toll from the flower of British manhood. Of those whose portraits are given here it is only possible to give any details in one or two instances. Lieutenant Champion de Crespigny, of the Queen's Bays, was a son of Lady Champion de Crespigny, and he married a grand-niece of General Gordon. His mother received a letter of sympathy from Major-General Allenby, the Commander of the Cavalry Division, who therein said: "I must tell you that he died a hero's death. The Brigade was hotly engaged, and on the Bays fell the brunt of the fighting on September 1. Norman, with a few men, was holding an important tactical point, and he held it till

every man was killed or wounded. No man could have done more: few would have done as much." Lieutenant-Commander Ernest T. Favell lost his life in the disaster to H.M.S. "Pathfinder." Captain Arthur Duncombe Shafto, D.S.O., of the Royal Scots, served with distinction in South Africa throughout the war, and was decorated for conduct at Stormberg on December 10, 1899. Mr. Gordon Merriman was one of three planters who were killed in the action in Nyasaland, near Karonga, on September 9. They, of course, died for Britain just as much as the soldiers who have fallen on European soil. Mr. Merriman was a son of Mr. and Mrs. T. Mark Merriman.

THE GREAT BATTLE OF THE MARNE: PHASES OF THE FIGHTING WHICH CAUSED THE GERMAN RETREAT.

PHOTOGRAPHS BY TOPICAL PRESS, C.N., ILLUS. BUREAU.



DESTROYED BY THE FRENCH: THE REMAINS OF A STONE BRIDGE OVER THE MARNE.



"EN AVANT!"—WHAT THE FRENCH LIKE BEST



INFANTRY GOING FORWARD TO THE ATTACK.



DESTROYED BY THE FRENCH: THE REMAINS OF AN IRON BRIDGE OVER THE MARNE.



A RELIC OF THE GREAT RETREAT: AN ABANDONED FRENCH SHELTER-TRENCH BY THE ROAD NEAR CAMBRAI.



ON THE GERMANS' HEELS: FRENCH ARTILLERY



PASSING THROUGH A VILLAGE NEAR MEAUX.



RUNNING TO THE AID OF AN ENEMY: TWO BRAVE FRENCH PRIESTS ON THE BATTLEFIELD NEAR MEAUX.



EVER READY TO MEET THE GERMANS: TURCOS ON THE MARCH TO BATTLE.



FRENCH INFANTRY UNDER FIRE: HOLDING BACK



A GERMAN COUNTER-ATTACK NEAR MEAUX.



GERMAN SPOILS FROM THE MARNE BATTLEFIELDS: CRITICISING THE ENEMY'S ACCOUTREMENTS.

The Battle of the Marne, which has stopped the German advance on Paris and forced the invaders to fall back in disorder, leaving guns and prisoners in the hands of the Allies, began on September 7. Deluding themselves with the idea that the British troops on the left of the French main army had been "driven out of the fight," the German right wing corps on September 6 daringly attempted to cut the Allied army in two between the British and the nearest French corps. The Germans, however, were checked by the French Fifth Army (that next to the British), and simultaneously Sir John French, with opportunely received reinforcement, vigorously took the offensive. The Germans, caught with their venturesome move uncompleted, had to retreat, for the first time in the war, and to their surprise and disappointment, as letters found on dead officers show. Their rear-guards were pressed back to the Marne on the 8th by the British and French troops conjointly, and on the 9th the British crossed the Marne. Hurriedly retreating, the Germans were hotly pursued,

the French on their side doing their part with brilliant dash on that day and the next, during which guns and machine-guns, prisoners, and transport wagons were taken. It may be added that in an official Press Bureau report, issued on September 14, it is said that during the pursuit of the Germans, "many of the enemy were killed and wounded, and the numerous thick woods which dot the country north of the Marne are filled with German stragglers. Most of them appear to have been without food for at least two days. Indeed, in this area of operations the Germans seem to be demoralised and inclined to surrender in small parties." . . . Much brutal and senseless damage has been done in the villages occupied by the enemy. Property has been wantonly destroyed, pictures in the châteaux have been ripped up, and the houses generally pillaged. It is stated on unimpeachable authority also that the inhabitants have been much ill-treated." The two bridges shown in the top left-hand and top right-hand photographs were at Lagny.

It may be many years before air-craft take as prominent a part in sea-warfare as battle-ships and cruisers. They are still not fully developed, but they will play a useful part in the present struggle; and it must not be forgotten that this is the first time an opportunity has been given to test their practical use in a conflict in which one of the contending parties is an island power.



THE LEADER WHO SAVED THE BRITISH LEFT WING: GENERAL SIR HORACE SMITH-DORRIEN.

"I cannot close the brief account of this glorious stand of the British troops without putting on record my deep appreciation of the valuable services rendered by General Sir Horace Smith-Dorrien. I say without hesitation that the saving of the left wing of the Army under my command on the morning of August 26 could never have been accomplished without the command of rare and unusual coolness, intrepidity and determination had been present to personally conduct the operation."

FROM THE PAINTING BY JOHN ST. HELIER LANDER.

PRECISION, EXACTITUDE, AND REGULARITY: THE ARMY'S PERFECT "EYES."

Illustrated by ALVIN LANGDON COBURN



A UNIT OF A SERVICE MUCH PRAISED BY THE FRENCH COMMANDER-IN-CHIEF: A BRITISH MILITARY BIPLANE ON RECONNAISSANCE DUTY.

Remarkable tribute has been paid to the British Flying Corps by General Joffre, the Commander-in-Chief of the French Army, who has sent a message which says: "Please express most particularly to Marshal French my thanks for services rendered on every day by the English Flying Corps. The precision, exactitude, and regularity of the news brought in by its members are evidence of their perfect organisation and also of the

perfect training of pilots and observers." The British Press Bureau report containing this continues: "To give a rough idea of the amount of work carried out, it is sufficient to mention that, during a period of twenty days up to the 10th September, a daily average of more than nine reconnaissance flights of over a hundred miles each has been maintained." The R.F.C. has also been highly praised by Sir John French.

GERMANS SMOKED OUT OF THEIR HIDING-PLACE BY BRITISH INFANTRY: AN ACTION IN A BLAZING WOOD.

DRAWN BY FRÉDÉRIC DE HAENEN FROM A SKETCH BY FREDERIC VILLIERS.



THE CHARGE DOWN THE GRASSY GLADE OF THE FLAMING FOREST: BRITISH CAVALRY ENGAGED AGAINST GERMAN INFANTRY DRIVEN OUT OF THE SHELTER OF THE TREES NEAR CHANTILLY.

In his notes on the sketch from which the above drawing was made, Mr. Frederic Villiers states that the woods had been set on fire by British infantry in order to burn out a large force of Germans—nearly a full army corps—who had secreted themselves in the forest. The Germans were thus compelled to make their way into the open glades, and as soon as they emerged they were charged with destructive effect by British cavalry. The number of men the Germans lost in this forest fighting is said to have been very heavy. The Château of Chantilly was built by the famous Constable of France, Anne de Montmorency, who inherited the estate.

Later it passed into the possession of the Princes of Condé. In 1886 the domain was presented as a free gift to France by Henri d'Orléans, Duc d'Aumale, along with the château and its art treasures, including pictures by Raphael, Watteau, Delacroix, and Delaroche, and a splendid library. There is a famous racecourse at Chantilly, which is reached by a footpath leading from the station through the forest. It has been reported that many of the German soldiers, in the course of the great retreat, vented their rage by breaking into and wrecking houses of the better class which they passed on the way.—[Drawing Copyrighted in the United States and Canada.]

THE FIGHT BY THE FISH-PONDS: COLD STEEL AND WATER FOR THE GERMANS INVADING FRANCE.

DRAWN BY A. C. MICHAEL FROM A SKETCH BY FREDERIC VILLIERS.



HIGHLANDERS DRIVING THE ENEMY INTO THE ANCIENT ARTIFICIAL FISH-PONDS NEAR ERMENONVILLE: A REMARKABLE ENCOUNTER NEAR THE SPOT WHERE ROUSSEAU SPENT HIS LAST DAYS.

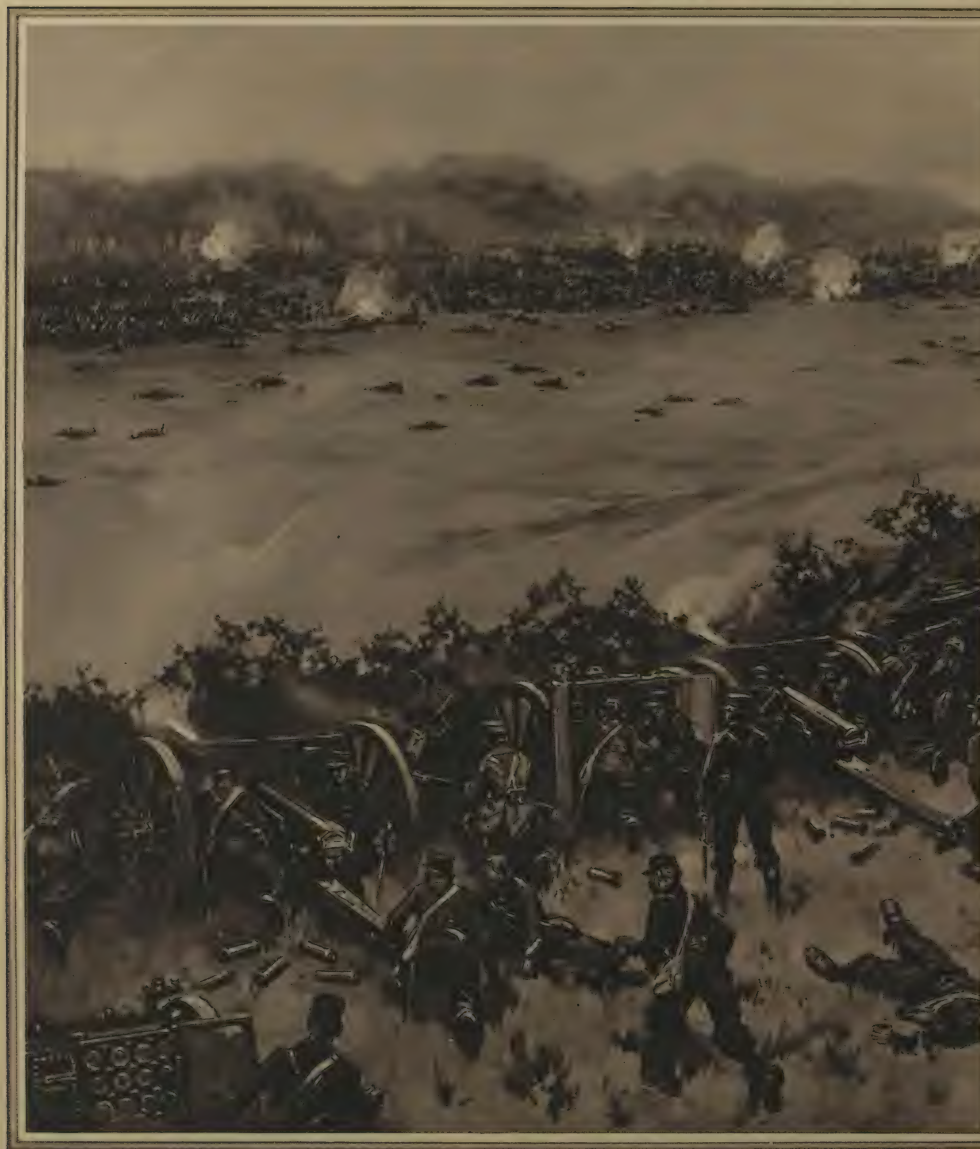
While the British troops were driving back the German right wing there was much fighting in the forests between Compiègne and Chantilly. One of the fiercest hand-to-hand encounters took place at the ancient artificial fish-ponds near Ermenonville, in ordinary times one of the most secluded and peaceful spots that could be imagined. The ponds, which are inhabited by venerable carp, and only rarely fished by privileged anglers, lie enclosed by groves of tall trees, with a few yards of greenward between the latter and the margin of the water. During the battle a Highland regiment, driving the enemy back through the woods, hurled a number of them straight into the fish-ponds. The Highlanders followed them into the water, and there was fierce hand-to-hand work with bayonet and rifle. Numbers of the enemy were bayonnetted, while others

were shot down or drowned in the water, which, it is said, was soon teeming with corpses. The woods and ponds of Ermenonville have historic associations with the last days of Rousseau. In 1778 he was given a rural retreat there by the owner of the Chateau of Ermenonville, the Marquis de Girardin, and lived in a little pavilion (since destroyed) near the chateau. "Here," writes Augustus Hare in his "Days near Paris," "he expatiated over the delights of the country, and gave botanical lessons to the children of his host. At the end of six weeks he had a fall, from which he injured his head, and died, July 3, 1778. He was buried the same evening by moon light in the Isle of Poplars . . . though his remains were removed to the Pantheon, October 11, 1794."—(Drawing Copyrighted in the United States and Canada)

GERMAN TROOPS TRAPPED BY THE INGENUITY OF THE ALLIES: A REMARKABLE COMBINED ATTACK NEAR CAMBRAI.

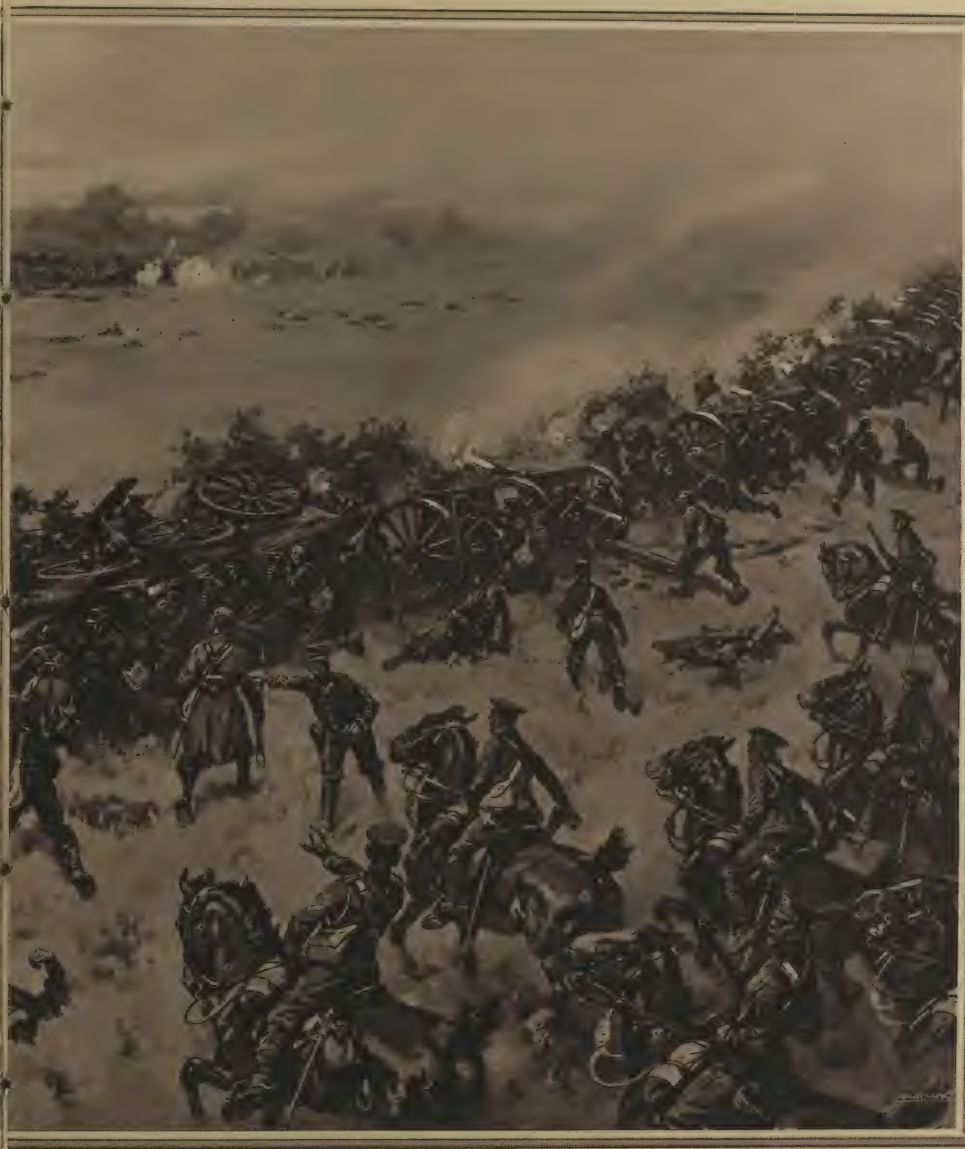
DRAWN BY H. W. KOEKKOEK FROM SKETCHES SUPPLIED BY

DR. N. MONROE HOPKINS, AN EYE-WITNESS OF THE SCENE.



LURED TO DEATH IN THE OPEN BY DESULTORY AND DIMINISHING FRENCH RIFLE FIRE:
AND MACHINE GUNS, SUPPORTED

The incident here illustrated took place in the neighbourhood of Cambrai. A deadly trap was laid for the advancing German infantry, in the shape of a masked battery of French artillery and machine-guns, supported by entrenched infantry and British cavalry, during the retreat from Mons. A desultory fire from the French infantry, stationed at intervals between the masked guns, drew the Germans across an intervening field. At first they advanced in broken lines; then, their boldness increasing as the French



A MASSED GERMAN BRIGADE DECIMATED AT SHORT RANGE BY MASKED FRENCH ARTILLERY
BY BRITISH CAVALRY.

infantry fire diminished, a massed brigade proceeded to cross the fatal ground. When they were within a range of about 250 yards, the French artillery pieces suddenly sent a hurricane of shrapnel through the German ranks; while the ambuscaded machine-guns, it is said, literally cut many of the German infantrymen in two. Some of the British cavalry who were posted in support of the French troops may be seen on the right-hand side in the foreground of the drawing. (Drawing Copyrighted in the United States and Canada.)

THE "INDIVIDUAL ASCENDENCY" OF THE R.F.C.: A DUEL IN THE AIR.

DRAWN BY C. FLEMING WILLIAMS



HAWK AND SMALL BIRD! A PISTOL FIGHT BETWEEN A BRITISH BRISTOL BIPLANE AND A GERMAN TAUBE MONOPLANE: WITH A FRENCH BLÉRIOT FLYING TO JOIN IN THE ATTACK.

In an official Press Bureau report compiled from information sent from Sir John French's headquarters, under the date September 11, it was said of the Royal Flying Corps: "The tactics adopted for dealing with hostile air-craft are to attack them instantly with one or more British machines. This has been so far successful that in five cases German pilots or observers have been shot in the air and their machines brought to the ground. As a consequence, the British Flying Corps has succeeded in establishing an individual ascendancy which is as serviceable to us as it is damaging to the enemy." Our illustration shows just such an incident of war in the air.

Sergeant Werner, the first German to fly over Paris and drop bombs, had located the English forces, his observer had made a sketch, and he had turned his monoplane to go back, when he saw, a thousand feet or so above, a Bristol biplane pursuing. The British aeroplane flew down until it was some 500 feet above the enemy, making the German airman feel "like a bird when an eagle or a hawk is swooping down on it." A pistol-fight ensued. Then a French Blériot joined in the attack. Presently German troops appeared below and fired at the Blériot and the Bristol; whereupon both flew away.—[Drawing Copyrighted in the United States and Canada.]

INDIA ON ACTIVE SERVICE IN EUROPE: SPLENDID AID FOR BRITAIN.

PHOTOGRAPHS BY STUART AND C.N.



The first group shows a machine-gun section of one of seven Gurkha battalions who are coming to fight in Europe, and of whom Lord Curzon said he hoped they might be seen taking their ease in the gardens of Potsdam. In the second we have a typical group of Gurkha officers. Gurkha soldiers in camp again are seen in yet another group, in regard to which it is interesting to observe the marked facial resemblance of the men to the Japanese. The Bikaner Camel Corps, the Nabha Lancers, the Kapurthala, Bahawalpur, Indore, and Bhurtpure Lancers, as also the Bhavnagar and Patiala Lancers,

all belong to the contingents offered by the Indian Princes which have been accepted by the Government and are coming to Europe. At the top centre is a portrait of the Maharajah of Patiala, who will be on active service at the front; together with the veteran of several campaigns with the British Army, Sir Pertab Singh, Sir Pertab, who is the Regent of Jodhpur, has reached the age of seventy, but declined to be left behind. The Maharajah of Bikaner, who, again, may be called a soldier born, and one of the most notable of India's native rulers, also goes to the front.

IN THE FOOTSTEPS OF THE INVADING GERMAN

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, ILLUSTRATIONS BUREAU,

HORDES: RUTHLESS DESTRUCTION AND DESOLATION.

SPORT AND GENERAL, CENTRAL NEWS, AND NEWS ILLUSTRATIONS CO.



A SEQUEL TO THE REFUSAL TO PAY A WAR FINE? A WRECKED BRIDGE AND OTHER DESTRUCTION IN THE TOWN OF TERMONDE.



A RUINED BELGIAN HOME: A HOUSE BURN'T OUT BY THE GERMANS AT MELLE, A VILLAGE A FEW MILES FROM GHENT.



AT THE MAIN ENTRANCE TO TERMONDE: THE FINE ARCHWAY, WHICH WAS THE GATE OF THE TOWN DESTROYED BY THE GERMANS.



AFTER THE SHELLING BY THE INVADERS, THE MAIN STREET OF TERMONDE, SHOWING WANTON AND WHOLESOME DESTRUCTION BY THE GERMANS.



LEST WORSE BEFALL: A BRIDGE AT MEAUX BLOWN UP BY THE CITIZENS TO CHECK THE GERMAN ADVANCE UPON THE TOWN.



WANTON DESECRATION: A BEAUTIFUL CHURCH IN CONTRADICTION OF



THE GERMAN WAY OF TEACHING A "LASTING LESSON": A CONVENT AT THE CORNER OF A STREET IN TERMONDE COMPLETELY GUTTED.



"ALL THAT HAS BEEN LEFT STANDING IN TERMONDE ARE THE STATUES AND A CHURCH OR TWO": THE BELGIAN TOWN IN RUINS.



SACRIFICED FOR DEFENCE: THE MAIN BRIDGE LEADING TO TERMONDE BLOWN UP TO HINDER THE ADVANCE OF THE GERMAN INVADERS.



A HAVEN OF REST IN BELGIUM: TIRED-OUT SOLDIERS RESTING BY A CHURCH SHRINE.



AT TERMONDE WRECKED BY THE GERMANS THEIR PROFFERED PRINCIPLES.



A PATRIOTIC NECESSITY: THE BRIDGE AT WETTEREN DESTROYED BY BELGIANS TO HINDER THE ADVANCE OF THE INVADERS UPON THE TOWN.

If an object-lesson in the waste and horror of war were needed, even at this stage of the great European conflict, it might be found in the story of the burning of Termonde, and the indiscriminate wrecking of Belgian towns by the invaders. It is said that upon making their entry into Termonde the Germans demanded a heavy war fine as the alternative to destruction of the place; and, this not being forthcoming, they lost no further time in talk, but let the mouths of their cannon spread the tale of ruin and destruction through the streets of the city. Burnt-out houses by the score, in many cases involving the burning also of human bodies; bridges swept away; hundreds of families rendered homeless and penniless: that was the

sequel to the refusal. Public buildings suffered, as did private houses and citizens, wholesale. Termonde, when the invaders had done with it, found its houses decimated and its citizens for the most part killed, or taken prisoners, few having successfully sought safety in flight. Although the town is now again held by the Belgians, the inhabitants have had but a tragic homecoming! Outside the burnt-out convent in Termonde the crowned Virgin looks peacefully down upon the wrecked street, but such rare instances of escape from the welter of ruin and havoc only serve to emphasise the misery which the war has brought to this and other peaceable towns and to people to whom great ambitions, to be gratified at any cost, were things unknown.

SCIENCE AND NATURAL HISTORY.



HUNTING THE LEBELLS. THE EGYPTIAN BOOKS OF CHEMISTRY BURNED BY ORDER OF DIOCLETIAN.

THE USE OF MEDICINE IN THE ARABIAN DESERT.

SCIENCE JOTTINGS.

KHAKI V. COLOUR.

THE exhilarating effect of bright colours is universally recognised. We seek their aid to signify rejoicing, and to lend dignity to our ceremonials. We seem to be possessed by a hunger for colour, so to speak. This emotion may, perhaps, have been engendered by the universal tendency to develop bright colours which is apparent both in the plant and animal world. The exceptions do but prove the rule; and the fact that we ourselves, on occasions, find it expedient to forgo the allurements of bright colour helps us to understand these exceptions.

A little reflection will serve to bring home the fact that in the majority of animals having relatively large and solid bodies, the upper surface is much darker than the under. This is true of fishes, amphibia, reptiles, birds, and mammals. Herein the upper surface may be of varying shades of black, brown, blue, or grey, while the under surface is almost invariably white, or nearly white. Coloration of this order is said to be of the "countershading" type, and is generally held to confer on the wearer a sort of mantle of invisibility, at any rate so long as it is at rest. The obliterating effect of this form of pigmentation is due to the fact that the dark upper surface, being strongly illuminated, appears light, while the white under surface overcomes, or cancels out, the shadow which of necessity envelops it.

Creatures which live amid jungles or reed-beds commonly have the upper part of the body marked by vertical stripes. The tiger and the pike afford excellent examples of this kind of coloration. Few of us are likely to have an opportunity of observing the former in a wild state, but all who will may test for themselves the real difficulty of detecting the latter when resting in still water, amid reed-stems. In both cases this livery enables the wearer to approach its prey unawares. Similar types of coloration enable the pursued, in other cases, to escape the pursuer. While vertical stripes are almost entirely confined to adult animals, young animals have these stripes arranged longitudinally. This is true in the case of fishes, amphibia, reptiles, birds, and mammals. And in nearly all such cases these markings disappear completely when adult life has been attained.

The precise significance of these striped liveries is still a matter for debate. That in a considerable number of cases they have a real value to their

possessors there can be no question. In many cases, no doubt, owing to changes in the environment, they have ceased to play any really important part in the struggle for existence; in others, as in the case of young animals, they may yet be of service, though often such markings seem rather to be survivals of ancestral adult liveries. Stripes serve to conceal by rendering the wearer indistinguishable

recognised the value of this form of deception, as was shown by the chequer-pattern on the sides of the old wooden battleship, the gun-ports being thus rendered indistinguishable from the neighbouring areas of the hull itself. The same device is used to-day in masking the positions of guns in forts.

The khaki uniforms of our troops afford another, and much more familiar example of the practical application of the discoveries of the biologist to serve the ends of war. With the introduction of fire-arms of long range, it was found that scarlet tunics afforded splendid targets, and accordingly they were discarded for the less beautiful but life-saving earth-colour; for men thus clothed are practically invisible when lying still, even when cover is not to be had.

This uni-coloured garb imitates very closely the livery of desert-dwelling animals. These are all of a uniform isabelline hue, whether snakes, lizards, birds, or mammals; and so long as they remain still they are, in consequence, absolutely invisible. Thus they obtain at least a partial immunity from predatory foes.

Darwin held that this peculiar type of coloration arose by a process of "selection," whereby all the darker individuals in each generation were killed out by birds and beasts of prey, till at last the dun-coloured alone survived, just as among a regiment of soldiers those with the brightest, newest, scarlet uniforms would be picked out before those whose tunics had become toned down in the course of the campaign. This may, indeed, have been the mode of evolution in the case of these dun-coloured liveries. But there is another interpretation possible. This isabelline colour is due to a lack of pigmentation—or rather, to a lessening of its intensity—which may be, and probably is, explained on purely physiological grounds. That is to say, the intense heat and dryness of the atmosphere may inhibit the formation of pigment. Of course, even by this explanation "selection" is not ruled out, for only those birds would survive in which the inhibition of pigment was thus caused by heat and dry atmosphere.

The nightjar affords a splendid example of this relation between coloration and environment. On heaths, where it generally breeds, it has a richly mottled livery, rendering its wearer practically invisible so long as it remains at rest. Desert-dwelling species lose all the darker tones, and display an almost uniform isabelline hue which harmonises no less completely with its surroundings.—W. P. PYCRAFT.



NATURE'S KHAKI AS PROTECTIVE COLORATION: THE COMMON NIGHTJAR RESTING AMID ITS NATURAL SURROUNDINGS.

Just as British troops wear khaki on active service, to render them less conspicuous to the enemy by blending with the colours of the landscape, so in nature there are many instances of protective coloration in animals, including birds and fishes. There is no better example of the harmony between coloration and environment than that of the Common Nightjar, its various shades of brown and grey blending most perfectly with the dried stems of bracken, heath, lichen, and dead leaves.

from its general surroundings. But there are many cases where colour advertises, instead of conceals. The colour-scheme in such cases is commonly of a kind which causes a harmless to resemble a predatory creature, and *vice versa*. The Naval man long ago

BELGIUM UNCONQUERED YET: RESISTANCE BY FLOOD, GUN, AND RIFLE.

PHOTOGRAPHS NOS. 1 AND 2 BY UNDERWOOD AND UNDERWOOD; 194 REPT BY ILLUSTRATIONS BUREAU.



CAUSED BY THE MERE TURNING OF A HANDLE: THE COUNTRY ROUND ANTWERP FLOODED TO IMPEDE THE GERMANS.



A FLOOD WHICH DROVE ANGRY GERMANS TO THE TREE-TOPS: THE RESULT OF OPENING THE DYKES ROUND ANTWERP.



SHOWING A CARTRIDGE-CASE BEING AUTOMATICALLY EJECTED: A BELGIAN KRUPP FIELD-GUN IN ACTION AT THE BATTLE OF HOFSTADE (NEAR BRUSSELS)



BELGIUM'S BRAVE KING AT THE FRONT: KING ALBERT (IN THE GATEWAY) AT A SPOT CLOSE TO FALLING SHELLS.



WHERE THE BELGIANS HAD TO BOMBARD ONE OF THEIR OWN VILLAGES: SHELLS BURSTING IN WEEDE DURING THE ACTION AT HOFSTADE.



UNDER FIRE FROM BURSTING SHELLS: BELGIAN TROOPS, WHO LOST FOUR OFFICERS. ENTRENCHED DURING THE BATTLE OF HOFSTADE.

When the Germans were advancing from Termonde and Malines towards Antwerp, on September 5 and 6, the Belgians flooded large tracts of country by opening the dykes, and numbers of Germans, it is said, had to take to houses and tree-tops, whence they were afterwards gathered in as prisoners. Naturally, they were furious at this undignified manner of capture. The floods, of course, greatly impeded their artillery. There are three belts of land round Antwerp which can be flooded, the largest being from sixty to seventy square miles in area, and the other two from fifteen to twenty square miles.

The water comes from the Scheldt and the canals, and the sluices can usually be manipulated merely by turning a handle. As later news has shown, the Belgian Army has by no means been put out of action, and has resumed active operations with vigour and heroism. There was heavy fighting for four days recently between the Belgians and the Germans, and it was even reported that the Germans were evacuating Brussels. At the moment this is not confirmed. In the third photograph an ejected cartridge-case can be seen in the air above one of the men's heads, and seeming almost to rest on it.

OFFENSIVE AND DEFENSIVE DEVASTATION: RUIN WROUGHT IN BELGIUM BY THE INVADERS AND BY THE INVADED.

PHOTOGRAPHS NOS. 1, 3, AND 4 BY VEREENIGDI

FOTOBUREAUX; NO. 2 BY JENNINGS.



SURVEYING THE PROSPECTS OF INTRODUCING GERMAN "CULTURE" INTO DINANT: A UNIFORMED GERMAN PROFESSOR CHARGED WITH REORGANISING THE SCHOOLS!



SHOWING THE CHURCH OF NÔTRE DAME AS IT WAS: "CULTURE." (COMPARE THIS



DINANT BEFORE IT FELT THE EFFECTS OF GERMAN WITH THE PHOTOGRAPH BELOW.)



DESTRUCTION IN SELF-DEFENCE: A RAILWAY BRIDGE AT NAMUR BLOWN UP BY THE BELGIANS; AND A GERMAN ENGINEER DISCUSSING REPAIRS.



SHOWING THE CHURCH OF NÔTRE DAME AS IT IS—RUINED: DINANT, THE BEAUTIFUL OLD TOWN ON THE MEUSE, WHOSE EDUCATION



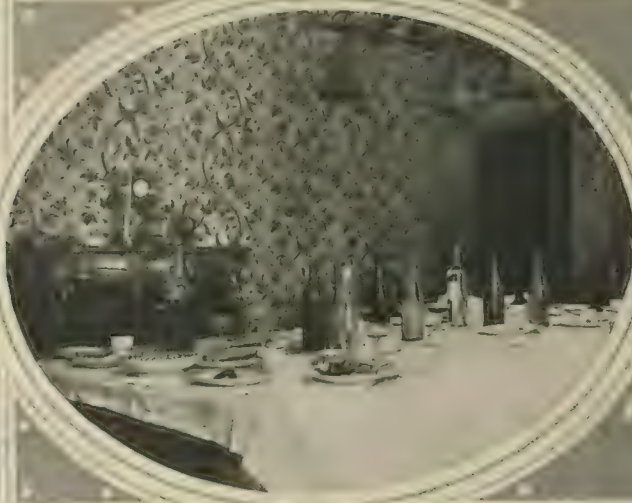
A GERMAN PROFESSOR HAS BEEN SENT TO REORGANISE. (COMPARE THIS PHOTOGRAPH WITH THE ONE IN THE CENTRE ABOVE.)

Among the countless indignant protests against German vandalism in Belgium that have been made in every civilised country, special sympathy is due to that of the Art Adviser to the Belgian Government, Baron Kervyn de Lettenhove. In a recent letter on the subject, he said: "German *amour propre* cannot forgive Belgium for the checking of the German armies and the upsetting of her calculations. German pride thirsts for vengeance." "Alas!" he concludes, "what has been destroyed is lost for ever. But it seems to me that, for the honour of humanity a protest should be raised in every part of the world against such stupid, barbarous, and shameful excesses." Nothing could more conclusively convict the Germans of vandalism than the photograph here reproduced showing the utter ruin wrought by them in the beautiful old town of Dinant on the Meuse, and especially in its ancient Church of Nôtre Dame, the towers of which have been completely shot away. The centre tower was over 200 feet high. Dinant, in fact, has shared the fate of Louvain, Malines, Termonde, Aerschot, and numberless

smaller places. The first report of the crime at Dinant stated that the Germans destroyed it in a few hours by shell-fire and incendiarism; that the women were shut up in convents while hundreds of men were shot; that a hundred prominent citizens were shot in the Place d'Armes; that the son of an ex-Senator was shot in the presence of his six children; and that a banker and his two sons were shot for refusing to open the safe. It will be recalled that Dinant was the scene of one of the first battles between French and German troops in the present war. With regard to our first photograph, the further figure at the back of the car is the German commander at Dinant, Oberst-Leutnant (Lieutenant-Commander) Beeger. Next to him, and nearer the camera is the German Professor sent to reorganise the schools at Dinant! Photograph No. 2, showing Dinant before its destruction by the Germans, should be carefully compared with No. 4, in which the now ruined Church of Nôtre Dame may be seen from almost the same standpoint. It will be noted that the surrounding houses have been utterly destroyed.

THE WAR: ON THE LINE OF THE RETREAT AND ELSEWHERE.

PHOTOGRAPHS BY C.N. AND NEWSPAPER ILLUSTRATIONS.



1. ON THE LINE OF THE HASTY GERMAN RETREAT NEAR MEAUX: A DINNER-TABLE IN A CHÂTEAU ABANDONED HURRIEDLY.
3. THE "OCEANIC" AFTER HER STRANDING OFF THE NORTH COAST OF SCOTLAND: THE CRUISER-LINER AS SHE LAY ON THE ROCKS AFTER GOING ASHORE.
5. BRITISH PRISONERS IN THE HANDS OF THE GERMANS: AN INTERPRETER AT THE CAMP AT DÖBERITZ, NEAR BERLIN, TAKING DOWN PARTICULARS OF THE MEN.

Our first two photographs tell more plainly than pages of description the plight of the German invaders near Meaux when the Allies suddenly turned on them near the Marne and the victorious advance began. In one we see a hastily abandoned dinner-table where officers, up to then revelling in security in a French chateau, had hastily to quit their banqueting and fly for their lives. The miscellaneous medley of accoutrements and personal equipment seen lying on the ground at the same chateau gives

2. TELL-TALE TRACES OF HOW THE GERMANS HURRIEDLY RETREATED FROM MEAUX: MILITARY ACCOUTREMENTS OF ALL SORTS LEFT BEHIND AT A CHÂTEAU.
4. COVER IN THE FIELD FROM SCOUTING HOSTILE AIR-CRAFT: A SCREEN OF BUSHES BUILT TO BAFFLE THE PRYING EYES OF AIRMEN OVERHEAD.
6. SOME OF THE "MISSING" OF THE CASUALTY LISTS: BRITISH SOLDIERS IN THE GERMAN PRISONERS' CAMP AT DÖBERITZ, NEAR BERLIN.

additional evidence of the desperate haste with which the enemy ran off.—In the snapshot of the stranded "Oceanic," which went ashore in a dense fog, the cruiser-liner is seen as she lies on the rocks a little down by the head. Hopes of salving her are said to be entertained.—One favourite, and generally successful, method of baffling the inquisitive eyes of scouting airmen as they cruise overhead is seen in the fourth photograph, which shows a leafy "screen" to conceal infantry from airmen.

Bell's THREE NUNS Tobacco



THE British pride themselves on the steadiness of their nerves at times of crisis—Drake finished his pipe and his game of bowls even when the Armada was in sight.

Let us all, then, sturdily smoke our "Three Nuns," and pursue our sports even while war rages. . . A nation with steady nerves is a force to be reckoned with.

A Testing Sample will be forwarded on application to Stephen Mitchell & Son, Branch of the Imperial Tobacco Co. (of Great Britain and Ireland), Ltd., Glasgow.

"King's Head" is similar but stronger.

BOTH ARE OBTAINABLE EVERYWHERE

PER **6¹/₂d.** oz.

"THREE NUNS" CIGARETTES

MEDIUM. 3d. for 10.

No. 361

ENGLISH FAMILIES LIVING ABROAD.

Certificates of **BIRTH, MARRIAGE, DEATH**, &c., obtained and legalised at the various Consulates. Genealogies compiled from the Public Records. Armorial Bearings Painted and Engraved. Correspondence in all languages.

LEO CULLETON, 92, PICCADILLY, LONDON.

If you are a sufferer from Asthma, Catarrh, Ordinary Colds you will find nothing to equal

HIMROD'S ASTHMA CURE

the quickest, surest remedy. At chemists 4/3 a tin.



Your chemist can obtain a free sample for you. Ask for it.

For cleaning Silver, Electro Plate &c.

Goddard's Plate Powder

Sold everywhere 6d 1/2 2/6 & 4/6.

TWO BRITISH PROTECTORS.

RECOMMENDED BY THE LANCET
"BRITISH MEDICAL JOURNAL"
"MEDICAL TIMES"
MEDICAL PRESS & CIRCULAR

PROTECTS FROM INFECTION

WRIGHT'S COAL TAR SOAP

SAPO CARBONIS DETERGENS
REGISTERED TRADE MARK
ESTD 1843

4d PER TABLET

PRESCRIBED BY THE ENTIRE MEDICAL PROFESSION.

NO INCREASE IN THE PRICE OF

Antexema

**CURES EVERY SKIN ILLNESS
SOLD BY ALL BRITISH CHEMISTS**

11¹/₂

THE CHRONICLE OF THE CAR.

The A.A. and the War. The magnificent response by its members to the appeal for cars and motor-cycles has enabled the Automobile Association to play a very important part in the work of assisting the authorities. The numerous military duties undertaken have been of a varied description, from conveying General Officers to the different military centres to carrying inspectors on observation duty in connection with bridges and sentry posts. Various recruiting centres round London have been supplied with cars, while "recruiting tours," comprising batches of cars, are at work in different parts of the country. In London and other centres members' cars are being used for collecting recruits and bringing them to the stations. Other useful work done by the A.A. includes the assisting of refugees, work in connection with the Navy League, the National Service League, and the Red Cross Society.

The record is a fine one, but there still remains more to be done. The Association continues to receive requests for cars with ambulance bodies. A number of members have already given generous assistance by adapting cars for the conveyance of sick and wounded, but the Association's executive will be glad to receive further offers from others who are willing to help by equipping their cars with light ambulance bodies and placing them at the disposal of the authorities, with the services of drivers. To assist in this, the A.A. has gone carefully into the question of cost, and full information can be obtained on application to the secretary.

The Future of the Motor Trade. There seem to be a good number of people, both inside and outside the motor trade, who think that the business in pleasure-cars is dead, and is likely to remain dead, until some time after the conclusion of the war. I think they are wrong, and that trade will begin to move along the moment we are able to see which way the business is going to end. I mean, of course, whether the conflict is going to be short and sharp, or if it is likely to hang out for a year or more. We none of us have the least doubt as to which side is coming out on top.

I believe the conclusion to which I have referred—i.e., that the trade in pleasure-cars is likely to remain moribund for a long time—is based on a misunderstanding of the question, which misunderstanding is, in fact, due to the continued misuse of the titular words "pleasure-car." They were literally and descriptively right in the early days of the movement, because then people motored for pleasure—or for what they were pleased to call pleasure—and so



AN ALL-BRITISH 15-H.P. STRAKER-SQUIRE IN THE FAR EAST, OUTSIDE A MOHAMMEDAN MOSQUE NEAR MEDAN, ON THE EAST COAST OF SUMATRA.

Photograph by Asahi.

we called the motor-car devoted to the carrying of passengers a "pleasure-car," to differentiate it from the "commercial vehicle" whose business it was to carry

goods. But things have changed, and the number of people who own motor-cars simply for the sake of the pleasure they get from using them is relatively small. The motor-car has come into general use because it is by far the best and handiest form of locomotion extant. That being so, people are not going to give up motoring, which has really passed from the realm of luxury to that of necessity; and as soon as the decisive end of the war is in sight, and the moneyed class can feel itself to be fairly safe, car sales will begin again, and I anticipate that the trade will recover much of the lost ground. As one of the subsidiary factors, be it remembered that many hundreds of cars have passed over to the military authorities and have been paid for. These will have to be replaced by new vehicles, as soon as the former owners can feel justified in parting with their money, and here alone is the nucleus of a very good start. It would be simply foolish to expect that the motor trade in 1914 will have as good a balance-sheet as that of last year, but I do not believe things are going to be as bad as some would persuade us.

The Industrial Vehicle World. The branch of the motor trade which will really come into its own as a result of the war is that which deals with the industrial motor vehicle. The Arrol-Johnston Company write me quite cheerfully as follows—

For some time we have been engaged on three standardised models—a 10-cwt. delivery van; a 15-cwt. delivery van of similar design to the 10-cwt., but with a more powerful engine; and a two-ton lorry.

We may say that we are doing considerable business in these models at present. Among other orders received is one from our agents at St. Ives—Messrs. Parker and Son—for a fleet of 15-cwt. vehicles, fitted with platform bodies with sides, for the use of the Hunts Cyclist Battalion.

As you will be able to judge by the foregoing, we have not entirely shut up shop as a result of the slump in the pleasure-car trade, but, on the contrary, are experiencing what seems like the beginning of a boom season in commercial vehicles.

From the Four Winds.

The Palmer Tyre, Ltd., inform me that, although very busy with Government business, they are in a position to deal with all orders that may be received, whether cycle, motor-cycle, light car, or motor-car tyres.

The Schlesinger 100-Guinea Trophy has been won by a Talbot car, in the 175-miles' Reliability Trial organised by the Transvaal Automobile Club. This brings the total of Talbot "firsts" during the present year to seventy-two. W. WHITTALL.



ONE OF THE POWERFUL DAIMLER THREE-TON LORRIES, A LARGE FLEET OF WHICH HAVE BEEN DELIVERED TO THE WAR DEPARTMENT: ALL PAINTED KHAKI COLOUR AND BEARING THE W.D. IDENTIFICATION NUMBER.

An appeal to PATRIOTISM.

Will YOU answer it?



Support the Prince of Wales National Relief Fund. Contributions should be forwarded to H.R.H. the Prince of Wales, Buckingham Palace

Continental tyres are made in Germany by the enemy. Their purchase here assists him, while the use of any foreign tyre diminishes employment for British workpeople.

British-made

DUNLOPS

are far superior in quality, and can be supplied in unlimited quantities at usual prices.

Fit them to your motors and cycles and help to keep the flag flying.

What is YOUR answer?

THE DUNLOP RUBBER CO., LTD., FOUNDERS OF THE PNEUMATIC TYRE INDUSTRY,
Aston Cross, Birmingham; 14, Regent Street, London, S.W.
Paris: 4, Rue du Colonel Moll.

DUNLOP SOLID TYRES FOR HEAVY COMMERCIAL VEHICLES.

ACTION FOR LIBEL.

J. LYONS & CO., Limited (Plaintiffs)

v.

LIPTON, Limited (Defendants).

IN the HIGH COURT OF JUSTICE Mr. Justice Sankey, on September 8th, 1914, granted an Interim Injunction restraining Lipton Limited, their Agents and Servants, from speaking or publishing or writing and publishing any words to the effect or of the substance that J. Lyons & Co., Limited, or the Directorate thereof, is composed of Germans, and that by purchasing their commodities the public is assisting the enemies of Great Britain.

J. LYONS & CO., Ltd. (By Appointment to),
IS AN

ALL-BRITISH COMPANY
WITH

ALL-BRITISH DIRECTORS,

HAS 14,000

ALL-BRITISH SHAREHOLDERS,

AND 160,000

ALL-BRITISH SHOPKEEPERS
SELLING

LYONS' TEA

Cadby Hall,
Kensington, London, W.



THE FORLANINI AIRSHIP.

A semi rigid type of airship developed by the Italian engineer Forlanini, and which is now being built for the Admiralty by Messrs. Armstrong Whitworth & Co. Length, 72 metres, maximum diameter, 18 metres. In the front part, protected by mica windows, is the pilots cabin, capable of housing a large crew. Controls interchangeable, worked by motor or hand. Driven by two water cooled motors of roughly 100-h.p. each which actuate two propellers, situate near the rear of the airship.

PLAYER'S NAVY CUT CIGARETTES

Have a WORLD-WIDE REPUTATION.

They are made from fine quality Virginia Tobacco in two strengths.

MILD (Gold Leaf). 100 for 3/- 50 for 1/6 MEDIUM. 100 for 2/3 50 for 1/1½

Smaller sizes of packing at proportionate prices.
In Packets and Tins from all Tobacconists and Stores.

PLAYER'S NAVY CUT DE LUXE

is a development of the original PLAYER'S NAVY CUT.

Player's Navy Cut De Luxe is the outcome of many years' experience and is probably the best pipe tobacco yet offered to the public. It is perfectly accurate to describe it as being manufactured from not only the best growths of Virginia but from the selected leaves of those best growths.

Packed only in 2-oz. Patent Airtight Tins at 1/2 and 4-oz. Patent Airtight Tins at 2/4

P404

Issued by the Imperial Tobacco Co. (of Great Britain and Ireland), Ltd.

Talking about Investments

—the claims of a profit-sharing Endowment Assurance Policy merit most careful consideration. Such a Policy for, say, £1000 creates a capital which can never depreciate, gives full protection for wife and child from the moment the very first premium is paid, forms an acceptable security to your Banker for the purpose of an over-draft, and materially increases in amount as time passes.

Life Assurance receives practical Government encouragement in the shape of Income Tax rebate.

Write for particulars of the most attractive schemes.

The STANDARD LIFE Assurance Company. Estab. 1825

Head Office—EDINBURGH: 3, George Street.

LONDON: 83, King William Street, E.C.; 3, Pall Mall East, S.W.

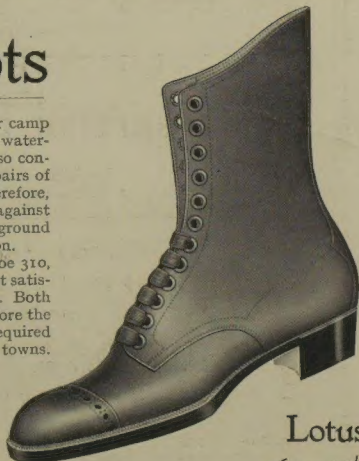
DUBLIN: 59, Dawson Street.

Camp Boots

LOTUS 56A is an excellent boot for camp wear. It is stout and absolutely waterproof, comes high up the leg and is so constructed as to leave room for extra pairs of stockings if required. In all ways, therefore, it will effectively protect the wearer against cold or wet, on muddy or broken ground and amongst debris of all description.

This boot together with Delta shoe 310, 7/11, for indoor work, will make a most satisfactory shoe equipment for all nurses. Both are supplied at the same prices as before the War and can be had as soon as required from Lotus and Delta agents in all towns.

For Nurses



Lotus

56A—25/-

Letters: Lotus Shoe Makers, Stafford.

COLGATE'S SHAVING STICK

"Papa, why do some people use other kinds of Shaving Soap?"
"Because they've never used Colgate's."

Packed in a handsome nickel box that will not rust, most convenient for packing in officers' kits, and always ready for use.

COUPON. (Dept. S. 29/9/14.)
Please send me a trial size of Colgate's Shaving Stick, for which I enclose ad. in stamps to defray cost of packing and postage.
Name
Address

COLGATE & CO.,
46, Holborn Viaduct,
London.
(ESTD. 1806)

Makers of
Ribbon Dental
Cream

WILLS AND BEQUESTS.

THE will (dated June 21, 1910) of MRS. FANNY BURNSIDE, of 12, Brunswick Terrace, Hove, and 57, Grosvenor Street, who died on July 19, is proved by Mrs. Sara J. Prescott-Westcar, and Henry Edward Thornton, the value of the estate being £164,072. Testatrix gives to her niece Kathleen Gertrude Houson £50,000; to her nephew Henry Kenneth Warrand £20,000; to the Rev. Arthur Sutton £2000; to George Anson Byron £1000 and a cabinet formerly the property of Lady Byron; £1000 each to Everild Nicholls and Mrs. Emma Fellows; £100 to the Nottingham General Hospital; legacies to servants; and the residue to her niece Mrs. Prescott-Westcar.

The will of Mr. GEORGE HUNTER, of the Bath Club, Dover Street, and 101, Leadenhall Street, City, who died on May 31, is proved by William Nelson and James Thomson Taylor, the value of the property being £35,278. He gives £21,000 in trust for his son George Grenville Hunter; £300 to Miss Slater; £200 to Mamie Cowie; and the residue as to one seventh each to his sisters Matilda, Mary Russell, Alice, Margaret, Minnie Baird, and Clara, and one seventh to the children of his brother James.

The will (dated Nov. 21, 1912) of MRS. ANNA ELLEN MILLS, of Torferey, Par Station, Cornwall, who died on Aug. 1, is proved by William Gundry Mills, son, and Thomas Mills, brother-in-law, the amount of the unsettled property being £44,463. The testatrix gives £1000 each to her nephews, Thomas T. Mills and Stanley Gundry Mills; £500 to her niece, Phyllis Mary Mills; £200 to Thomas Mills; and the residue of her property, and also settlement property over which she had power of appointment, to her children.

The will (dated Feb. 8, 1900) of SIR JOHN HENRY SEALE, BT., of Wonastow Court, Monmouth, who died on July 29, is proved by Dame Adele Seale, the widow, the value of the estate being £31,702. The testator gives the balances at his bankers, the household furniture, and £300 per annum to his wife; jewels and plate to his younger children, who are otherwise provided for; and the residue in trust for his eldest son John Carteret Hyde Seale for life, with remainder to the person who shall succeed to the baronetcy.

The following important wills have been proved—

Mr. William Allis-Smith, Martello Towers, Canford Cliffs, and Bournemouth	£91,430
Mr. Henry Cowbrough, Fern Bank, Ilkley, Yorkshire	£83,399
Mr. Andrew Ramsay Young, Abbotsford, Milton Road, Kirkcaldy	£82,509
Miss Elizabeth Mary Ann Stephenson, 56, Rutland Gate	£66,443
Mr. Henry Joseph Wilson, Osgathorpe Hills, Sheffield	£49,049

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

REV. C C W SUMNER.—Pleased to hear from you again. We hope to find your problem sound.

A M SPARKE (Lincoln).—Much obliged for problem.

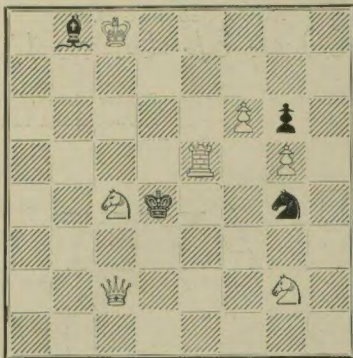
J FOWLER.—We quite agree that Problems No. 3667 and 3668 are excellent specimens of three-move strategy.

CORRECT SOLUTION OF PROBLEM No. 3661 received from C A M (Penang); of Nos. 3663 to 3665 from J W Beatty (Toronto); of No. 3666 from Jacob Verrall (Roddinell) and Rev. J Christie (Redditch); of No. 3667 from A W Hamilton-Gell (Exeter), Rev. J Christie, and Captain J A Challice (Great Yarmouth).

CORRECT SOLUTIONS OF PROBLEM No. 3668 received from H S Brandreth (Sea View), R Worries (Canterbury), J Smart, Rev. J Christie (Redditch), T C Bentley (Gloucester), Richard C Durell (South Woodford), H Grasset Baldwin, W H Silk (Birmingham), and A H Arthur (Bath).

PROBLEM No. 3670.—By T. W. GEARY.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3667.—By E. J. WINTER-WOOD.

WHITE

1. B to B 2nd
2. Q to R 5th (ch).
3. Q or Kt mates accordingly.

BLACK

- K takes Kt
- K moves

If Black play 1. K to Q 4th, 2. Q to R sq (ch), etc.; and if 1. Kt takes P then 2. Kt to R 3rd (ch), etc.

CHESS IN EUROPE.

Game played in an International Masters' Tournament between Messrs. JOHN and JANOWSKI. (Sicilian Defence.)

WHITE (Mr. John)	BLACK (Mr. Janowski)	WHITE (Mr. John)	BLACK (Mr. Janowski)
1. P to K 4th	P to Q B 4th	13. B to K 3rd	R to Kt sq
2. Kt to KB 3rd	Kt to Q B 3rd	14. Castles (K R)	B to K Kt 2nd
3. P to Q 4th	P takes P	15. B to K B 4th	
4. Kt takes P	Kt to B 3rd		
5. Kt to B 3rd	P to K Kt 3rd		
6. Kt takes Kt	Kt P takes Kt		
7. P to K 5th			
A simple advance that leaves Black no alternative but to retreat the Knight. The advantage already belongs to the attack.		15. R to Kt 3rd	
7. Kt to Kt sq		16. B to B 6th (ch) R takes B	
8. B to Q B 4th	P to Q 4th		
9. P takes P (en pas)	P takes P		
10. Q to B 3rd	P to Q 4th		
11. Kt takes P			
An excellent sacrifice, which should have brought the game to a speedy conclusion.		17. Q tks R (ch) Q to Q 2nd	
11. P takes Kt			
12. B takes P	Q to K 2nd (ch)		
		18. K to K sq	
		19. R tks Kt (ch) K takes R	
		20. R to K sq (ch) K to B sq	
		21. B to Q 6th (ch) K to Kt sq	
		22. R to K B (ch) B to B sq	
		23. R tks B (ch) K to Kt 2nd	
		24. Q to B 3 (ch) Resigns.	

As a contribution in aid of the work of the British Red Cross Society, the proprietors of Sanatogen have placed a large quantity of this valuable tonic food at the Society's disposal for the use of wounded and invalided soldiers.

The newest Royal Mail Steam Packet Company's liner is the *Ebro*, just launched by Messrs. Workman, Clark and Co., Ltd., Belfast. She is of some 8500 tons, is fitted throughout with every modern convenience for upwards of 200 passengers, with full boat accommodation for all on board, wireless telegraphy signalling and cargo appliances of the most approved type.

In addition to the £1000 contributed to the Prince of Wales's Fund by the British Petroleum Company, Ltd., the same firm has contributed £100 to the Red Cross Society and £100 to the Belgian Relief Fund.

An interesting and useful sixpenny hand-book in connection with the great war is "War Facts and Figures," compiled by C. K. Sugden, and published by L. B. Hill, of 2, Langham Place, W. In the compass of fifty pages it gives statistics and much valuable information.

Owing to error on the part of two photographers, the portraits of Major H. W. Jones, of the Royal Field Artillery, and Mr. J. Knowles were published in our issue of Sept. 12, in a double-page of portraits of officers killed in action, as those of Captain R. A. Jones, of the R.F.A., and of Captain J. E. Knowles, of the Middlesex Regiment. We much regret having been so misled. Major H. W. Jones, we are informed, is unharmed and well at the front.

Continue the Calox Habit

It is no economy to neglect one's teeth—continuance with Calox is cheaper than discontinuance.

For Calox, by its release of purifying Oxygen in use, keeps the whole mouth perfectly clean and healthy—free from all destructive bacilli. In addition, Calox removes discolouration from the teeth, prevents the formation of tartar-deposit, and prolongs their use and beauty.

Continue the Calox Habit!

CALOX

The Oxygen Tooth Powder

Sample and book free. Calox sells ordinarily at 1/11. The Calox Tooth Brush enables you to reach and clean every part of the teeth, 1/- everywhere.

G. B. KENT & SONS, LTD., 75, FARRINGTON ROAD, LONDON.

Millions Thankfully Praise Carter's Little Liver Pills



Constipation
Biliousness
Sick Headache
Torpid Liver
Indigestion
Dizziness
Nervousness
Loss of Appetite
Sallow Skin

A vigorous stomach, perfect working liver and regular acting bowels belong to all who are wise enough to use Carter's Little Liver Pills. Purely vegetable.

Imitations are numerous—look out for them: Insist on **Carter's Little Liver Pills** if you want good health, a clear complexion and freedom from dizziness, biliousness, headache and indigestion.

Small Pill, Small Dose, Small Price

GENUINE must bear signature

Brent Good

'SWAN'

The Pen with the smoothest Gold Nib.

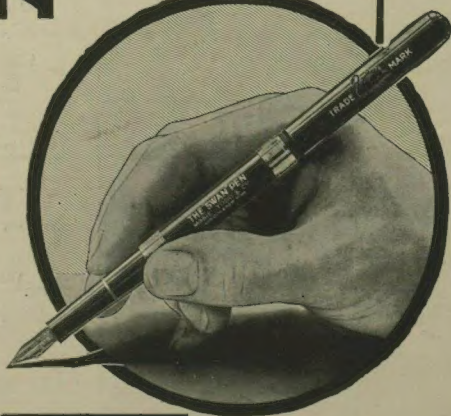
In sending his pen for adjustment, Mr. J. Whittingdale, Cambridge, writes:

"I should esteem it a favour if you would kindly return pen at your earliest convenience, as I am greatly handicapped without it. It has seen service for at least ten years, and I will prefer it to any other I have yet tried. Its most distinctive features are reliability and smoothness of writing."

Sold by Stationers and Jewellers, 10/6 upwards.

Write to-day for new Catalogue.

MABIE, TODD & CO., 79 & 80, High Holborn, W.C. 38, Chapside, E.C. 6, Regent Street, W., London. And at Manchester, Paris, Brussels, New York, Chicago, Toronto, and Sydney.



As Used in The Royal Nurseries, and supplied to H.M. The Queen, H.M. Queen Alexandra, Her Late Majesty Queen Victoria, The Royal Princesses, and The European Courts.

TAYLOR'S CIMOLITE

Perfect for Babies.

Prescribed by eminent Skin Doctors.

PRICES from 1/-

JOHN TAYLOR, Manufacturing Chemist, 13, BAKER ST., PORTMAN SQUARE, W.